A;rcraftii phased out by Air India

*315. SHRI VIREN J. SHAH:
SHRI PRAMOD MATHAJAN:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what are the details of old aircraft which have been phased out by Air India during the year 1994 and so far in; 1995 as part of its modernisation programme;

(b) what is the present condition of the aircraft which have not so far been phased out and by when there are likely to be phased out ;

(c) when each of the aircraft mentioned in parts (a) and (b) above, were purchased and at what cost;

(d) what are the details of aircraft which joined the airlines fleet in 1994 and which are likely to join during the year 1995-96 and what is the cost of each such aircraft and what is the present number of aircraft in the airlines fleet: and

(e) what are the details of the Air India's modernisation plan and the estimated expenditure involved and how far this scheme has so far been implemented and at what cost?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b): During 1994 and 1995 Air India has not phased out any aircraft, All the existing aircraft in the fleet of Air India are airworthy. It is not possible to indicate at this stage the precise time table or phasing out of aircraft, which mainly depends on the induction of new aircraft into the fleet.

(c) and (d): Nine Boeing 747-200 (older version) aircraft in Air Indin fleet were acquired between the years 1971 to 1987. with cost ranging between Rs. 17 to 60 crores per aircraft A-30O-B4 aircraft were acquired in 1982 with an average cost of Rs. 51 crores each; two B-747-30O (combi) air craft were acquired in 1988 with an average cost of Rs. 153 crores each. Eight A-310-300 aircraft were inducted between 1986 and. 1990, with, an average cost ranges between 53 to 55 crores per aircraft. Four Boeing 747-400 aircraft have joined the fleet of Air India in August, November, December, 1993 and June, 1994. The average cost of these aircraft was *$* 137 million (approx.) and no aircraft is due for delivery during 1995-96.

(e)A medium term fleet plan of Air India covering period 1994-95 to 20011 2002 has been drawn up which envisages increase of fleet strength from the existing 26 aircraft to 54 aircraft by the year 2001/2002

Misuse of House loan by employees of State Bank of Indore

*316. DR. BAPU KALDATE:
SHRI GOVIND RAM MIRI:

Will the Minister of FINANCE be pleased to refer to the answer to Unstarred Question No. 1099 given in Rajya Sabha on the 21st March, 1995 will state:

(a) whether the actual amount of loan sanctioned to each of 12 emloyees of the Delhi branches of the State Bank of Indore, for the construction of houses at originally proposed places was constructed in each case, if not7 the place where the house has been constructed;

(b) whether it is a fact that the work relating to the actual inspection of the House, constructed by taking loan Has since been completed and audited by the Internal Auditors of the Bank:

(c) if so, since when;